

U.S.S. HALSEY (DLG-23)
FPO SAN FRANCISCO 96601

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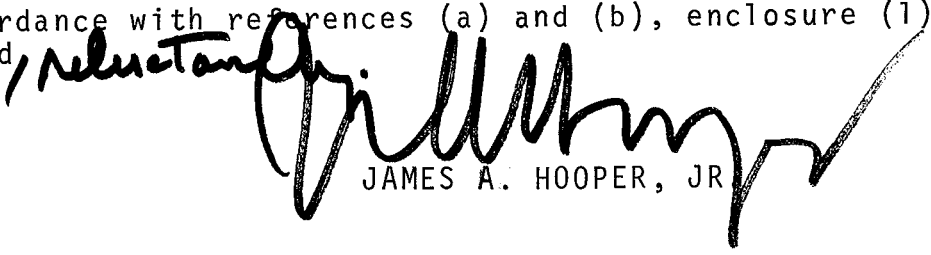
From: Commanding Officer, USS HALSEY (DLG-23)
To: Director of Naval History (OP-9B9)
Washington Navy Yard
Washington, D. C. 20390

Subj: Command Histroy (OPNAV Report Symbol 5750-1)

Ref: (a) OPNAVINST 5750.12A
(b) CINCPACFLT INST 5750.2B

Encl: (1) Command History of USS HALSEY (DLG-23) for year
ending 1970

1. In accordance with references (a) and (b), enclosure (1)
is forwarded, *reluctantly*


JAMES A. HOOPER, JR

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COMMAND ORGANIZATION AND RELATIONSHIP

USS HALSEY (DLG-23), a DLG-16 class frigate homeported in San Diego, California, is commanded by Captain James A. HOOPER, Jr., USN. HALSEY is the flagship of Destroyer Squadron SEVEN in which COMDESRON SEVEN, Commodore W. R. JOHNSON, USN, who relieved Commodore Robert H. ROSSELL, USN, was embarked much of the year. DESRON SEVEN is currently assigned to Cruiser-Destroyer Flotilla NINE, and Commander Cruiser-Destroyer Force Pacific. While operating east of longitude 160°00'E, HALSEY is under the operational control of Commander First Fleet. While she is operating west of this longitude, Commander SEVENTH Fleet has operational control.

HALSEY is organized into five departments: Weapons, Operations, Engineering, Supply and Navigation. When the DESRON SEVEN Staff is embarked, a medical officer and a chaplain are onboard. When operating in the Western Pacific, the ship may have a UH-2 helicopter, crew, and maintenance personnel onboard. Administratively, they become part of the Weapons Department. At the end of 1970, twenty-three officers and three-hundred and sixty-six enlisted personnel made up the crew of HALSEY.

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Enclosure (1)

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OPERATIONS AND ACTIVITIES

During the calendar year of 1970, HALSEY was involved in many local operations, two dependents' cruises, two Navy Technical Proficiency Inspections (NTPI), numerous other inspections, and finally, a deployment to the Western Pacific. During the year, 28,531 engine miles were covered and 4,224,783 gallons of Navy Standard Fuel Oil (NSFO) were consumed.

The entire month of January was spent in San Diego. During this time, the crew celebrated the holiday season with their families and friends. From January 9-29, HALSEY had tender availability with the USS PIEDMONT (AD-17). The 13 of January through the 17 of February was an upkeep period. During this time much preparation was made for the year's first NTPI, held February 18-20. The result of this inspection, conducted by the Nuclear Weapons Training Center Pacific under the authorization of COMCRUDESAC, was a "satisfactory".

On February 23, HALSEY got underway for the first time in 1970, operating off the California coast as school ship for students from the Fleet ASW School in San Diego. Participating in this one day exercise were the USS HAMNER (DD-718) and the USS POMFRET (SS-391). After returning to port, special assistance teams from Missile Training Unit Pacific came aboard to provide training prior to Readiness Operational Evaluation (ROPEVAL) 1-70. Using a RADAR VIDEO RECORDER (RAVIR) trainer, training in AAW in an ECM environment was provided from the target detection phase to target intercept.

On the twenty-eighth of February, HALSEY was underway again. However, instead of participating in local operations, HALSEY's crew treated their dependents and guests to a one day cruise.

HALSEY took part in ROPEVAL 1-70 from March 2-10. It was held in the Southern California OPAREAS and involved many different types of ships. Vice Admiral Isaac KIDD, Jr., USN, COMFIRSTFLT was embarked. During these few days, the crew received valuable training in AAW, ASW, surface warfare, and electronic warfare (EW). HALSEY participated in the Composite Training Unit Exercises (COMPTUEX) and was on the Pacific Missile Range. During ROPEVAL 1-70, nine missiles were fired.

The remainder of March and the first twelve days of April were spent back in San Diego as an upkeep period except for March 23-28. During this time, Halsey was participating as a helicopter/gunfire support ship for a service weapons test of torpedoes. On the thirteenth and fourteenth of April, HALSEY was in the SOCAL OPAREAS for a Quality Assurance Systems Test (QAST) firing. However, the missile firing on April 14 was rated a failure. HALSEY returned to San Diego for a brief five day

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upkeep-period.

On April 20, HALSEY was underway for Seal Beach, California. While on this journey, a gun shoot was held on the 3"/50 mounts to provide training for the gun crews. The ship moored at the Naval Weapons Station on April 21, and off-loaded all the missiles, ammunition, and ASW weapons onboard. This was done immediately prior to HALSEY's entry into Long Beach Naval Shipyard for an extended period of upkeep. Off-loading completed, the ship entered the shipyard at Long Beach the following day for some needed work. Included in the work package were improvements in the food service areas of the ship. This time in the yard was classified as restricted availability.

On June 17, HALSEY got underway for sea trials. The same day it returned to the shipyard for four additional days. Then, after over sixty days of restricted availability, HALSEY returned to the weapons station at Seal Beach on June 22 to on-load her weapons ordnance. The twenty-third to the twenty-sixth of June were spent in the OPAREAS off Southern California independently steaming and testing the ship's ASW System.

The last two days of June and the first three days of July were taken up with ROPEVAL 3-70. The exercise began on June 29. Early in the exercise, HALSEY was part of a SORTIE which was opposed by submarines. A jamming demonstration was also given. On July 1, the AAW, ASW, EW FREEPLAY phase took place. Whereas there were definite periods for the AAW, ASW, and EW phases in the evaluation, and thus allowing the ships involved to prepare for that specific phase, the FREEPLAY phase was unique because it was unknown to the ships what would happen. They had to be prepared for anything. Also, during this ROPEVAL, two underway replenishments, one vertical replenishment, and a twenty-four hour stay on the Pacific Missile Range were accomplished. During this time on the missile range, July 2-3, nine missiles were fired from HALSEY.

Except for a brief period, July 13-16, in which she was used as an ASW school ship in the SOCAL OPAREAS, HALSEY was moored for the remainder of July in San Diego. From July 18 to August 6, the USS PRAIRIE (AD-15) made her services available to the ship. On the eleventh of August, the ship got underway for Seal Beach. The next day was spent on-loading nine missiles and nine boosters to replace those fired in July, as well as taking in a thousand rounds of 3" ammunition. Following this, HALSEY returned to San Diego. During the return transit, Operational Readiness Inspection (ORI) drills were held in preparation for the upcoming inspection on August 27. August 17 found HALSEY underway once again. Embarked were two naval reserve lieutenants aboard for two weeks of active duty training. In the Southern California OPAREAS, a Z-6-AA gun shoot

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was conducted, providing tracking and firing experience for the director and gun crews. The following day, August 18, HALSEY returned to San Diego to act as host ship for twelve naval reserve captains. Their one day aboard was filled with a two and one-half hour General Quarters drill, ship handling drills and ASW exercise. August 20, was spent in Wilson Cove on San Clemente Island, holding radar and gyro alignment drills. The ship returned to San Diego that same evening. After spending six days in San Diego, HALSEY was underway for her Operational Readiness Inspection, conducted by Commander Destroyer Squadron SEVEN. A grade of 92.7 (excellent) was achieved.

The last few days of August and the first seven days of September were spent in San Diego. Over the Labor Day weekend, HALSEY moored alongside Broadway Pier and was opened for public visiting. Friday, September 4, was "Show & Tell" day for HALSEY's dependents. Invited aboard, they were shown various displays by their sponsors. During the weekend, two-thousand nine-hundred people toured the ship, eleven-hundred on Saturday and the remainder on Sunday.

Most of the eighth through the twelfth were spent at sea. The first two days underway, HALSEY was ASW school ship for the third time in 1970. On the third day out, September 10, a TERRIER HT3 was fired at a MK-34 Septar boat on the Pacific Missile Range. The firing was rated a success as the missile flew over the target and landed in the water .066 seconds later. This firing demonstrated HALSEY's capability against hostile surface targets. That same day HALSEY exchanged a dummy missile with the new replenishment ship, USS DETROIT (AOE-4). HALSEY was the first ship to approach DETROIT's portside. September 11 was a day of poor visibility, causing cancellation of the scheduled Z-6-AA gun exercise. The ship returned to San Diego that evening, and conducted a dependent's cruise the following day, Saturday, September 12.

The next few days, as had the past few months, were spent in preparing for HALSEY's second NTPI of the year. The inspection team arrived September 21. The inspection ended on the twenty-third. A "satisfactory" evaluation was achieved.

The twenty-fourth of September through the twenty-first of October were spent in San Diego in preparation for the upcoming deployment to the Western Pacific. During much of this time, the USS PRAIRIE (AD-15) provided tender services.

Lieutenant Commander Bernard F. O'ROURKE, USN, relieved Commander Arthur S. MOREAU, JR., USN, as Executive Officer on October 5. Also, prior to deployment, HALSEY spent two days underway for sea trials. At 1000 on October 22, the ship departed San Diego on the beginning of the WESTPAC deployment.

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On October 23 she rendezvoused with the USS HANCOCK (CVA-19), and together, made their way toward the Hawaiian OPAREA. On October 26, HALSEY stationed herself for AAW and plane guard for the HANCOCK. HALSEY and the USS GUDGEON (SS-567) took part in some ASW drills on the 28th. HALSEY fired one MK-44 torpedo and one ASROC. Both firings were successful. On the evening of the 28th, an aircraft accident on the flight deck of the HANCOCK, terminated the exercise air operations. The following day, HALSEY and HANCOCK stood into Pearl Harbor.

HALSEY and HANCOCK were again underway on the second of November for Subic Bay, Philippine Islands. Also on this day, Lieutenant Commander O'ROURKE was promoted to the rank of Commander. During this transit, HALSEY crossed the International Date Line on the fifth and refueled from the carrier on the eighth of November. The ships arrived in Subic Bay on the twelfth, following a transit through the San Bernardino Straits. After three days, HALSEY was underway. She acted as plane guard for the HANCOCK for awhile the evening of 15 November, and then independently steamed for Yokosuka, Japan. During November 16-17, the ship was affected by typhoon Patsy. On November 18, a Z-6-AA gun exercise and a missile firing occurred. The missile was a HTR, telemetry configured terrier missile. It was fired off the coast of Okinawa and was judged a failure.

HALSEY arrived in Yokosuka on the twentieth for an eight day stay. During this time, work was done to outfit HALSEY for her job as PARPRO picket in the Sea of Japan. The Commander of U. S. Naval Forces in Japan, Rear Admiral J. F. BURKE, Jr., USN, made a visit on November 23. HALSEY had the pleasure to host twenty-two officers of the Japanese Maritime Self-Defense Force on the twenty-seventh. Commander YAMANOUCHI and Commander MASHIKO were onboard to make the two day trip to Sasebo, Japan when the ship got underway the twenty-eighth. HALSEY arrived in Sasebo and relieved the USS KING (DLG-10) as the PARPRO picket ship on November 30.

On December 1, HALSEY and her shotgun, USS WILTSIE (DD-716), departed Sasebo for the Sea of Japan as TU 71.0.4, with Captain HOOPER as CTU 71.0.4. During the next fourteen days, HALSEY conducted two underway replenishments with the USS CHIPOLA (AO-63), December 6 and 10, in which she received a total of eight Radarmen and two Radiomen from the oiler for training. During this period in the Sea of Japan, there were several overflights by Russian aircraft. Also, there were extremely high seas and bad weather. On the fifteenth, as the ship was just a couple of hours from tying up in Sasebo, a message was received telling of the sinking of a Republic of Korea ferry earlier in the day with two-hundred and fifty people aboard. The sinking took place off the southern coast of Korea. HALSEY was sent to the area, became on-scene commander, but could find no survivors or bodies.

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She entered Sasebo on December 16 and remained there until December 27. On the twenty-eighth, HALSEY, along with her new shotgun, USS HOLLISTER (DD-788), departed Sasebo for the Sea of Japan and PARPRO picket duty.

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UNDERWAY REPLENISHMENTS FOR 1970

<u>DATE</u>	<u>NAME OF REPLENISHMENT SHIP</u>
1 JULY	USS MANATEE (AO-58)
10 SEPTEMBER	USS DETROIT (AOE-4)
26 OCTOBER	USS TALUGA (AO-62)
8 NOVEMBER	USS HANCOCK (GVA-19)
6 DECEMBER	USS CHIPOLA (AO-63)
10 DECEMBER	USS CHIPOLA (AO-63)